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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

COUNTRY	Czechoslovakia	REPORT	
SUBJECT	Spisska Nova Ves Airfield	DATE DISTR.	24 June 1955
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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. Spisska Nova Ves (Zipser Neudorf) (N 48-57, E 20-34) Airfield is in Slovakia, southeast of the High Tatra, on the Kosice (Kaschau) - Spisska Nova Ves - Poprad railroad. The north corner of the airfield is 100 m. south of the point where the Spisska Nova Ves-Iglofured road crosses the Hornad River (the railroad line to Iglofured indicated on the map was moved west and north); the east corner is 50 m. west of the point where the Nova Ves - Kosice railroad line crosses the Hornad (the bed of the Taubnitz brook was also moved to the north); the west corner is 1,800 m. southwest of the north corner; no marks are known for the south corner. The airfield is a rectangle, with the long sides from the northeast to southwest each extending 1,800 m.; the other sides each extend for 1,000 m. Branching off from the Spisska Nova Ves - Iglofured highway, on a level with the west corner, a tarred road leads to the southwest side of the airfield. A freight railroad track branches from the main line to Kosice on a level with the bend in the Hornad and leads to the southeast side of the airfield. 25X1 25X1

2. Before 1952 the airfield was located on the left bank of the Hornad, north of the present site, at the east edge of Spisska Nova Ves (see sketch point 1). The old hangars still stand there (point 2) and are used today for sport flyers. The present airfield was built in 1952 and 1953. In April and May of 1954 further construction work was undertaken on the barracks complex. 25X1

3. A concrete take-off runway 50 m. wide, made of concrete slabs 10 x 10 m., runs parallel to the long sides, exactly through the middle of the airfield in a northeast-southwest direction (see sketch, point 3). A taxiing runway goes around the airfield in an oval 25 m. wide (point 4). 25X1

4. There are four hangars (point 6), each 75 x 35 m., with concrete frame, brick walls, and sheet-steel doors. At the southeast end of each hangar are storage rooms, each 35 x 15 m. (point 8). The flight control tower in the south corner of the field (point 7) is 30 m. high and has a flat roof on which there are two aerials, each about five meters high, and a connecting wire between these two aerials with two insulators. The tower contains an ultra-short-wave transmitter. 25X1

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STATE	X	ARMY	X	NAVY	X	AIR Ev	X	FBI		AEC					

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The airfield headquarters and airfield inspection officers are located in a three-story building (point 10) southwest of the flight control tower, outside of the flight area. The building is 40 x 20 m. and has a flat roof. Lecture halls are in the third story. The barracks complex (point 11) is southwest of the south corner, 100 m. outside the airfield, in an area 300 x 400 m. enclosed with wire. Within the complex are two three-story and one two-story building (still under construction in May 1954); three one-story buildings and three rows of garages (also under construction in May 1954). One repair shop is still being worked on (point 9).

5. An underground central fuel storage dump is located southeast of the south corner approximately 300 m. outside the airfield area (point 16). The area, 120 x 60 m., is surrounded by sand and gravel mounds four meters high. Nothing of value could be learned concerning a pipeline to the airfield.

6. Electric power is supplied by a long-distance overhead line (point 12) west of the airfield, from Spisska Nova Ves to Iglofürad, with a branch-off (point 13) at the intersection of the Spisska Nova Ves-Iglofüred highway and the road to the airfield.

7. There are no permanent built-in lights on the take-off runway, but there are standing lamps with three legs and power supplied by rubber cable. There are yellow and red neon lights south and southwest of the airfield on the mountain peaks, on hill number 555, and at the bend in the railroad line to Levoca. Nothing is known about searchlights at the field.

8. About 1,800 m. south of the west side of the airfield is hill number 708, where a permanent radar station is located (see point 14 on the sketch). Reportedly the screen was exchanged for a larger radar screen in April 1954. The range is said to be 300 km. Further details could not be obtained about this strictly out-of-bounds area.

9. The complement of the airfield consists of:

   a. An independent fighter squadron

   b. A fighter training unit

   c. A combined ground personnel company

   d. An AA gun regiment, set up the beginning of May 1954 and quartered (Ubizieren) in the barracks complex on the airfield.

10. Organization of the independent fighter squadron was usual and consisted of a staff platoon, an ordnance unit, a transport unit, an AA machine gun unit, and three sections, each with three airplanes. In May 1954 the airplane park of this squadron consisted of 18 Yak-9's.

11. The fighter training unit consisted of one squadron of 120 students in the second year of pilot training for whom another year of instruction had been ordered. These pilots passed the flying examination before entering this course, which included only training in battle flying, diving from 8,000 m., and single and group practice stunt flying. The squadron's aircraft park contained 25 fighter aircraft, Yak-9 type, and four training aircraft, Sokol type.

12. The ground personnel company consisted of four platoons (guard, transportation, ordnance, and signal) with a strength of 120 men.

13. The AA gun regiment [redacted] consisted of two divisions, each with three batteries, and had a strength of about 400 men. Members of this unit report that the equipment consisted of 85-mm. guns. 25X1

14. Flight training was considerably hampered because of exceptionally poor weather, such as long periods of pouring rain. Some training was carried on in spite of rain. On the few clear days there was activity from eight in the morning until six in the evening, when all the aircraft were used in flying and the pilots took turns piloting for half-hour or three-quarter-hour flights.

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Legend to the sketch of Spisska Nova Ves Airfield

1. Site of old airfield
2. Hangars at old airfield
3. Concrete take-off runway on new airfield
4. Taxiing runway
5. Airplane stations, number unknown -- earth mounds
6. Hangars at new airfield
7. Control tower
8. Storage rooms
9. Repair shop
10. Airfield headquarters
11. Barracks complex
12. Long-distance electric cable
13. Cable branch-off
14. Direction of radar screen
15. Weather station, in concrete block building, approximately 120 m. outside the airfield area.
16. Central fuel storage dump

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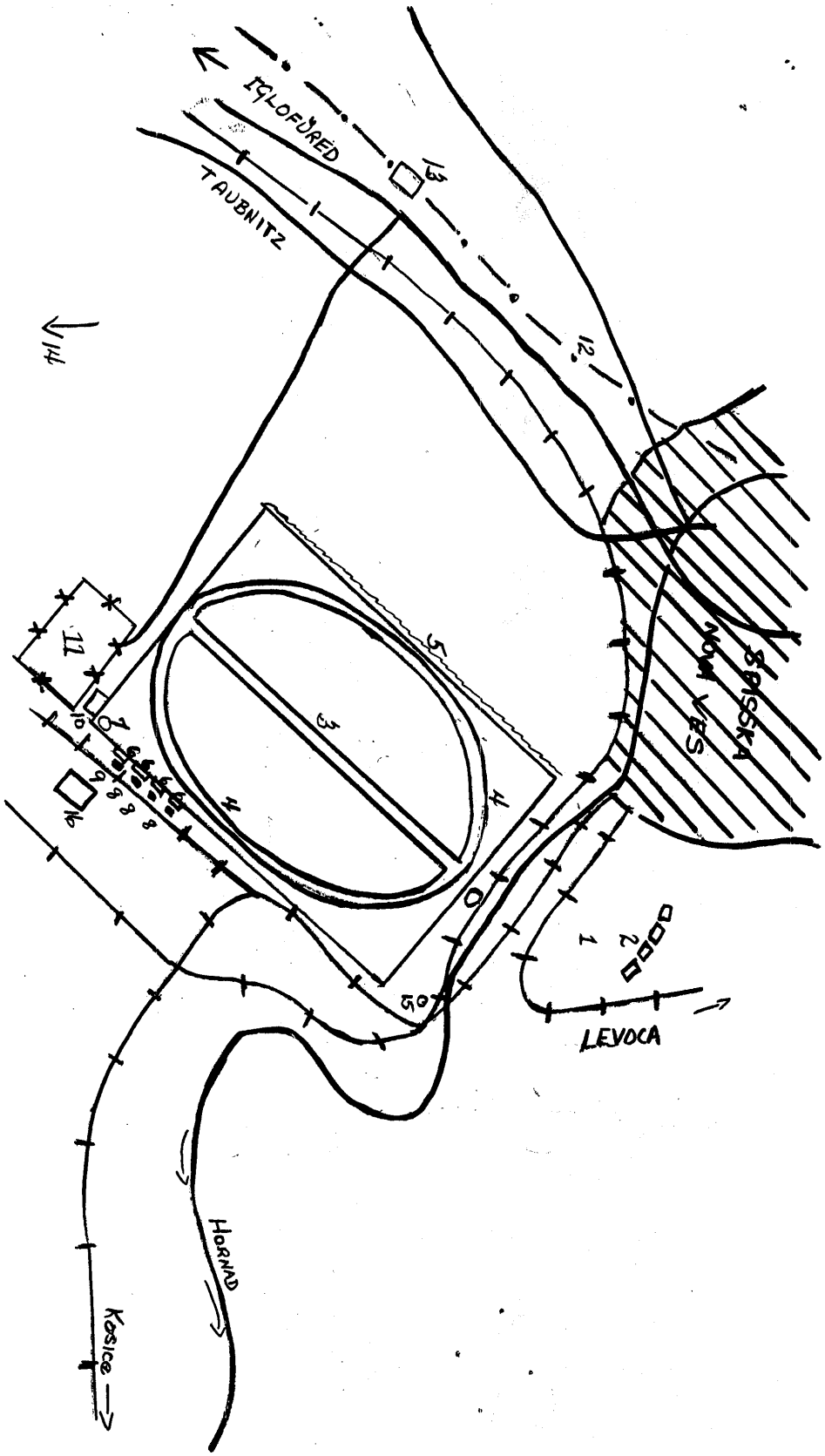
Spisska Nova Ves Airfield



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